

Shipping—Steamers.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"ZIETEN"	WEDNESDAY, Noon, 29th Jan., 1908.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST"	About WEDNESDAY, 29th Jan., 1908.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MEL- BOURNE	"PRINZ WALDEMAR"	THURSDAY, Noon, 30th Jan., 1908.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About FRIDAY, 7th Feb., 1908.
KUDAT and SANDAKAN	"BORNEO"	Middle of February.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 16th January, 1908.

WEST RIVER BRITISH STEAMSHIP
COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK and COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES,
Hongkong, 2nd November, 1907.

REGULAR HONGKONG-CANTON LINE OF
STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station).
Canton Agents—Messrs. E. Pasquet & Co.
For further particulars, please apply to—
BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	Second half Jan.	JAPAN	Second half Jan.
TJIBODAS ..	JAPAN	First half Feb.	JAVA PORTS	First half Feb.
TJILATJAP ..	JAPAN	First half Feb.	JAVA PORTS	First half Feb.
TJIPANAS ..	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJIKINI	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJIMAH	JAVA	Second half Feb.	JAPAN	Second half Feb.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,
Hongkong, 20th January, 1908.

Dentistry.

TWIN TING.
LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'ARQUER STREET.

REASONABLE FEES.

Consultation Free.

Dr. M. H. CHAUN,
THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

31, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 20th April, 1907.

Information.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 108, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Bontts,

A. 1, and Watkins.

Yokohama, May 23rd, 1905.

IMPERIAL BREWING COMPANY,
LIMITED.

PURE CREAM BEER.

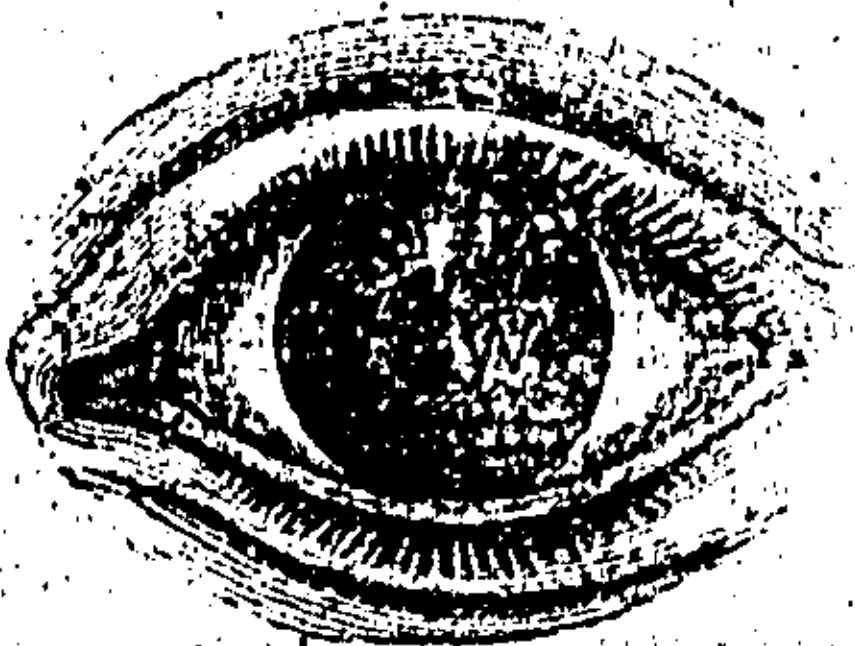
For samples and prices please apply to

WINE GROWERS SUPPLY CO.
BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON.

CALCUTTA.

SHANGHAI.

11, John Street, Bedford Row, W.C.

59, Bealock Street.

566, Nanking Road.

Hongkong, 27th November, 1907.

Hotels.

CONNAUGHT HOTEL,
HONGKONG.A FIRST-CLASS EUROPEAN HOTEL,
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.

The only First-class Hotel in Kowloon.

Most Charming and Popular Resort in the Colony.

Electric Lights, Fans and Call Bells.

Bath Rooms attached to Each Room.

Unrivalled for Comfort and Cuisine.

Thoroughly Up to Date with Every Modern

Luxury.

Billiards and Bowling Allevs.

Moderate Terms and No Extras.

Modern Management.

Telephone Address:

"CHEF" HONGKONG.

Telephone No. 44.

O. E. OWEN,

Proprietor.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PRAIRIE, NEAR THE TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

THE SHANGHAI TRAMWAYS.

The construction of the Shanghai Tramways has been practically completed. The cars for the service have all arrived in Shanghai and most of them have been put together. All that is now awaited is the current to supply the motive power for the trams. Two or three weeks must then elapse before the service is inaugurated, as, in order to minimize the risks of accident, the Company desires to make the native drivers thoroughly efficient before the trams are allowed to traverse the busy streets of the Settlement. The current, it is expected, will be switched on in about a fortnight's time and the drivers will be trained up and down Avenue Road, a convenient thoroughfare for the purpose, owing to its proximity to the car shed and the comparatively light traffic in the neighbourhood. Had current been available it would have been possible to open portions of the route several weeks ago.

The terms of the tramway concession are well-known to need repetition here. Obtained by Messrs. Bruce, Peebles and Co., under an agreement signed on October 1, 1905, the concession was taken over and financed by the Shanghai Electric Construction Co., for whom the original concessionaires have done the actual work of construction. The work of the contractors has been supervised by Mr. W. R. Wright, as representative of the Company's consulting engineers, and the cables have been supplied by Callender's Cable Company. Upwards of twenty-three miles of track have now been laid, and little remains to be done but to complete the overhead cable work on the new Garden Bridge and the Chekiang Road Bridge, both of which structures are rapidly nearing completion.

SOME NOVEL FEATURES.

Shanghai possesses some advantages over other cities for the operation of a tramway service; the flatness of the Settlement eliminates the principal cause of tramway accidents and reduces the amount of current required. But there are drawbacks also. The narrowness of the streets has necessitated the laying of a narrow-gauge line, and consequently there will not be passenger accommodation on the top of the trams. Then there are no precedents to guide the administration in inaugurating the service. This will lead to the introduction of some novel features. For instance, the tram-routes have been divided into numbered sections, and the tickets, instead of bearing the names of the termini on each route, will merely bear numbers corresponding to these sections. The same tickets will be used all over the routes, the conductor punching a hole opposite to the number of the sections over which the passenger is entitled to travel. The sections on each route are posted in conspicuous places in each car, and printed in English and Chinese. They will be:

Bund (Astor House, or the Club) to Defence Creek; Defence Creek to Carter Road; Carter Road to Bubbling Well; Carter Road to Chefoo Road; Chefoo Road to Railway Station; Bund (Shanghai Club) to Astor House; Astor House to Muirhead Road; Muirhead Road to Lay Road; Lay Road to Yangtzeopon Terminus; Astor House to Range Road; Range Road to Rifle Range.

For all these sections the first-class fare will be five cents. The fare for two sections is ten cents and so on. The longest route is from the Club to Yangtzeopon, for which the first-class fare will be twenty cents.

The drivers and conductors will be Chinese, but at least twice on each journey cars will be visited by foreign inspectors. An elaborate system for checking the issue of tickets has been arranged, and there will be a kiosk at each terminus to accommodate a clerk, whose business will include the timing of the cars, etc. The frequency of the service will depend upon the demand; the Company is prepared to put on five minute services when and where it is necessary. Double rails are laid along the principal thoroughfares, and where the cars travel backwards and forwards on single rails there are loops, at short intervals, within sight of each other. Shanghai's freedom from fogs removes the principal inconvenience experienced where single tracks have been laid.

THE DEPOT.

A large car depot has been erected at the junction of the Hart and Great Western Roads. The sheds are built of galvanized iron, and the trams enter the various doors over a network of rails and under a network of wires. Corrugated steel doors, mounted on rollers, close each entrance when necessary. Entering the depot last Sunday, our representative found it literally full of cars. Sixty-four trams had been erected, and the last car was being put together. Between each pair of rails in the shed there are pits to enable the staff to inspect the mechanism of the cars from below. Each, with its new coat of red paint, the trams looked serviceable and comfortable. The terms of the concession do not allow of any exterior disfigurement with advertisements. The cars are mounted on four wheels, each pair of which is geared to a motor. There are driving platforms at both ends, equipped with Messrs. Truac, Peebles & Co.'s type controllers, handbrakes, automatic switches, a foot-gang, sand-cock and life-guard release. The life-guards which are of the Hudson, Bowring type, are immediately under the driving platforms. A wooden gate, known as a feeler, hangs to within a few inches of the rails, and should it meet with any obstruction across the rails, swing back and release a scotch, which drops across the rails and picks up the obstruction, whether it be a body or a big stone. There are sand boxes under the rails, which are also operated by the driver, and enable the wheels to grip when the line is slippery. Each car is divided into two compartments, to seat twelve first and twenty second-class passengers respectively. The seats in the first-class compartments are covered with rattan, those in the second class are of wood. A sliding door separates the two classes. A flexible cord, connected with a bell on the driving platform, runs through the

interior and enables the conductor to signal to the driver. On both the driving platforms there are "lany" steel gates, which can be closed to prevent passengers entering or leaving on the wrong side. The cars are provided with side windows and sun-shutes, small upper windows and roof ventilators all of which can be thrown open to allow a through current of air during the hot weather. The destination of each car is shown by a transparent roller-blind in front bearing English and Chinese characters, which is set on each journey. Notices in English, French and Chinese warn passengers against smoking, spitting, or bringing dogs on board. It is to be hoped that the second rule will be strictly enforced. The route each car will take will further be indicated at night by colored slides over one of the headlights. The interior of the roof and the smaller windows will be used for advertising purposes. The motors are arranged in series and in parallel, so that should one of them break down the car could still make its way back to the depot. Moreover, a portable telephone is carried, by means of which communication can be established with headquarters through one of the numerous junction boxes. The trams also carry an emergency repair outfit, including rubber gloves and a few simple tools. Should the handbrakes fail, the trams can be brought up in half their own length by the electric brakes. For starting the cars there are three resistance grids beneath. Each tram, complete, weighs about ten tons. The car shed also contains a repair shop, fitted with a hydraulic ram, with a pressure of eight tons to the square inch—for removing and replacing tyres—a motor, lathes and other machinery. Mention should also be made of an electric air-compressor for blowing out the motor cases of the car.

The remainder of the accommodation in the sheds is devoted to store-rooms, a strong room, waiting rooms for the staff, and offices for the traffic superintendent and his assistants. Residences for the foreign staff are building in the vicinity.

The actual date of the opening of the tram service has not yet been decided. It is expected that the current will be ready in a fortnight's time, and two or three weeks later, when the drivers have mastered their duties, the trams may be expected to make their appearance in the streets of the Settlement.—N. C. D. News.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
ON
WEDNESDAY,
the 22nd January, 1908, at Noon, at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street.

A QUANTITY OF

MISCELLANEOUS GOODS.

Comprising—
NEW FELT HATS, CAPS, CABIN TRUNKS, GRESHAM MACKINTOSHES, RAINCOATS, SHOOTING BOOTS, EBONY-BUTTED OUES, BILLIARD HALLS, SEXTANTS with KEW CERTIFICATE, BINOCULARS, MICROSCOPES with BAROMETERS, CAMERAS, CLOCKS, PENKNIVES, PLATED WARE, &c., &c., &c.

ALSO
RARE OLD VIOLIN, REVINGTON TYPEWRITER with BRIEF, CARRIER, HARTFORD TYPEWRITER, SUNDY GOLD and SILVER JEWELRY, VALUABLE GOLD CHRONOMETER, WATCH in Hunting Cases by Sewell, Liverpool.

TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 18th January, 1908. [142]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
ON
SATURDAY,
the 25th January, 1908, at 12 o'clock Noon, at
No. 7, Pedder's Hill.

THE WHOLE OF THE
VALUABLE SUNDRY
HOUSEHOLD FURNITURE,
THEREIN CONTAINED,
Comprising—

SILK and PLUSH-COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTELS with BEVELLED GLASS, a quantity of CANTON CARVED BLACKWOOD WARE, BRONZE BUSTS, ENGRAVINGS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MARBLED TOP SIDEBOARD with BEVELLED GLASS, DINNER WAGGONS, GLASS, CROCKERY and E.P. WARE, Double and Single WARDROBES with BEVELLED GLASS, MARBLED TOP BUREAU with BEVELLED GLASS, MARBLED TOP WASHSTANDS, ELECTRIC FANS and CHANDELIER, &c., &c., &c.

ALSO
A number of SILVER CANDLE-TICKS, TRAYS, FLOWER-HOLDERS, ORNAMENTS, COMBINATION IRON SAFE, and
One POLYPHON-CONCERTO and Two SEMI-GRAND PIANO by Selwyn & Sons, New York and Hamburg, with other Pianos and Records to make up (all in First-Class Order and Condition).
Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th January, 1908. [143]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net, 65.00 per Cask
In Bags of 50 lbs. net, 68.00 per Bag
In Bags of 25 lbs. net, 34.00 per Bag

At Factory
SHEWAN TOMES & CO.,
General Managers,
Hongkong.

Intimation.



A. S. WATSON & CO., LIMITED.

THE GREAT POPULARITY

or
Watson's

E

VERY OLD LIQUEUR

SCOTCH WHISKY

HAS BEEN ATTAINED BY ITS
CONSISTENT EXCELLENCE
OF
QUALITY.

IT IS A

PURE MALT WHISKY

OR

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

Per Case - - - \$16.50

A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 3rd January, 1908.

X MADAME!
MARK THIS!!
BARGAINS!!!

Our Winter
CHEAP SALE
STYLISH & SMART GOODS.

FOR

11 Days Only
BEGINNING
ON 20TH JANUARY.

The whole of our Winter
Stock to be cleared at
25% off original prices.

Ladies' Costumes, Coats,
Mackintoshes, Hats,
Furs, Blouses, &c.

Children's Tailor OS-
tumes, Reofer Coats,
&c., &c.

FOR 11 DAYS ONLY.

MADAME FLINT,
MANAGERESS.

"THE CITY OF PARIS,"

No. 2, PEDDER STREET.

Hongkong, 18th January, 1908.

NOTICE.
In communications intended for publication in "THE HONGKONG TELEGRAPH," should be addressed to the Editor, The Hongkong Telegraph, 10, Queen's Road, and should be accompanied by the Writer's Name and Address.
Ordinary telegrams should be addressed to the Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$80 per annum.
WEEKLY—\$12 per annum.
The rate per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.
On January 14, 1908, at Shanghai, the wife of JOHN J. SYMINGTON, of a son.

DEATHS.
Dec. 10th, at Littlehampton, EMILY JANE, daughter of late W. H. Adams, Chief Justice of Hongkong.

On January 5, 1908, at Suchow, North Kiangsu, ENEM, infant son of the Rev. and Mrs. W. F. Junkin, of the Southern Presbyterian Mission.

On January 15, 1908, at Shanghai, ANNIE, the widow of the late J. P. Martin, formerly British Postmaster, Shanghai, aged 70 years.

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 20, 1908.

CHOLERA IN MANILA.

In our last issue we printed the announcement of the postponement of the Carnival at Manila, due, as stated in the Press, to an outbreak of cholera in the Philippine capital. A "Physician" writes to the *Manila Times* urging that there is something radically wrong in this cholera business. "Being a lay-man in sanitation he could not state where it was. Cholera has been prevalent every day for the past few months. When a number of cases occur daily, especially where white people are involved, the board of health rushes in the printing press to get out circulars prohibiting the sale of vegetables and giving a host of precautions to be observed. When the first 24 hours pass during which a case has not been reported it seems all these measures are slackened, with the result that cholera is really never stamped out. If the scourge can be arrested, it surely can be stopped. Manila has one of the most expensive as well as one of the best sanitary equipments in the world. There is, this being true, absolutely no excuse for the present condition of the city with regard to this six-year-old epidemic. The correspondent adds: "Had the Carnival not needed a suitable excuse for a necessary postponement it is doubted if the 'reappearance' of cholera would have ever been made known. As the Japs are giving us cause for alarm in other things, so they are in the matter of cholera. It was a Jap who revived the malady in 1905 and ever since that time one or more of them had headed the procession in these unexpected 'reappearances'."

Combating the correspondent's assertions, our contemporary remarks that "The explanation of the manner in which cholera disappears and reappears, as given by the director of health, is one which we feel sure will satisfy those who have some slight knowledge of epidemic disease and who are at the same time reasonable. He says that it is the nature of cholera to remain sporadic for a time, the germs having what may be called a low vitality, and then for them suddenly to become virulent. While the disease remains almost dormant, and the bacilli are weak, only those whose systems are in a very low condition from malnutrition or other causes, are susceptible. So we have the one or two cases appearing from time to time. When the germs are virulent, even those whose systems are in good condition may fall victims. Then, the director of health says, it is time to look out. Unfortunately, also, Mr. Cholera Germ is a tough little citizen, and to use pugilistic parlance, although somewhat disguised, he can usually stay in the ring. You cannot give him a knock-out blow. Could the board of health round up all the bacilli in the islands and give them an injection of prussic acid or a teaspoonful of paregoric, or could the gumshoe men be put upon their trail and track them to their lair, all would be well and Mr. Bacillus would turn up his dear little toes and take the elevated for kingdom come, but he is not built that way. Like the poor, we have him always with us. As for the charge that immediately the cholera scare passes all the prohibitive measures are relaxed, we suggest 'Physician' consult our inter-island shipping firms and ask them what they have to say about the continuance of quarantine measures occasionally when they think all danger is past. Possibly 'Physician' would recommend prohibiting the sale of all vegetables and other foodstuffs mentioned in the cholera circular for, say, two or three years after the manifestation of the scourge disappears. What the poor people who subsist largely on such things would do to him meantime we dread even to conjecture. There would be no need of a funeral pyre. That the germ of cholera can remain dormant or inactive

for a twelve-month or more was abundantly shown in the scourge of two years or so ago. After a 'clean' period of two years it bobbed up again in some water in a closed well up 'any way'."

LOCAL AND GENERAL.

This annual meeting of the Hongkong Benevolent Society will take place at the City Hall, on Thursday, 30th inst., at 5.30 p.m.

Major-General R. G. Broadwood, C.B., having returned from leave of absence, assumes command of the 'Coop' in South China from this date, inclusive.

The P. and O. s.s. *Socotra*, which left London on 14th ult., took the following specie—For Hongkong, barsilver £5,000, and for Shanghai, barsilver £15,000.

A COOLIE, who stole two baskets of vegetables from the garden of the Hon. Mr. H. Kerwick yesterday morning, was to-day given fourteen days' hard labour and six hours' stocks.

THREE printers residing at 30, Sin W. Fong, Wanchai, were fined \$100 each at the Police Court, this morning, for printing and publishing the announcement of the Lok Wai Lottery at their residence yesterday.

It is with regret that we have to report the death which took place in hospital this morning of Mrs. Hanson, wife of the Chief Detective Inspector. The deceased lady, who had been ailing for several months, was well known and held in high esteem by all who knew her.

The launching of the N. D. L. new towboat *Cyklop* will take place at Kowloon Dock on Monday, 27th January, at 3.30 p.m. Mrs. Messner has kindly consented to perform the launching ceremony. Launches to convey guests will leave Queen's Statue Wharf at 3 p.m.

The survey ship *Waterwitch* is to be recommissioned and new crew for her will be sent out by the cruiser *Royal Arthur*, which will leave in company with the *Amphitrite*. Lieutenant J. Harris has been appointed first officer, of the *Waterwitch*, and Lieutenant F. Schafer, navigating officer, and Sub-Lieutenant C. Knowles has been appointed to the same ship.

The King has been pleased to give and grant unto Capt. William Bainbridge, commanding the *Nippon Yusen Kaisha* steamship *Inaba Maru*, His Majesty's Royal licence and authority to accept and wear the Insignia of the Sixth Grade of the Order of the Rising Sun, conferred upon him by His Majesty the Emperor of Japan, in recognition of valuable services rendered by him.

The Admiralty has issued orders for the cruiser *Monmouth* to remain on the China Station on the expiration of her current commission under the command of Captain J. A. Tuke. A new crew was to be sent out by the special service cruiser *Amphitrite*, leaving Portsmouth about Jan. 14, and the re-commissioning will be carried out by Captain George W. Smith, who has been posted to succeed Captain Tuke. The new skipper of the *Monmouth* entered the service in July, 1878, and after passing creditably through the intervening grades, was promoted captain in June, 1904. He is decorated for the Egyptian War, 1882 (medal and bronze star).

MESSRS. NORONHA & CO., with considerable experience, have issued the Race Book for the forthcoming races in February. It is the complete list of entries; the book contains tabulated records of previous winners and other information of interest to frequenters of the local turf. The only edition authorized by the Hongkong Jockey Club is that issued by the Club's printers, Messrs. Noronha & Co., and so as to place the book within the reach of all attending the race carnival next month, Messrs. Noronha are advertising a specially cheap edition in paper covers, at 50 cents a copy, with a view of under-selling the pirated compilations usually hawked by unscrupulous publishers.

SHIPPING AND MAILS.

MAILS DUE.

American (*Nippon Maru*) 21st inst.
Indian (*Kumintang*) 23rd inst.
English (*Peninsular*) 23rd inst., 7 a.m.
German (*Zieten*) 28th inst.

The C. R. Co. s.s. *Malte* will leave on 21st inst., at 4 p.m.

The P. M. S. S. Co. s.s. *Siberia* is due to arrive at this port from Shanghai on 21st inst., at 9 a.m.

The N. Y. K. s.s. *Kumano Maru*, Australian Line, left Moji for this port on 18th inst., and is expected here on 20th inst.

The N. Y. K. s.s. *Nikko Maru*, Australian Line, left Singapore for this port on 17th inst., and is expected here on 21st inst.

The N. Y. K. s.s. *Savaki Maru*, European Line, left Singapore for this port on 17th inst., and is expected here on 23rd inst.

The Imperial German Mail s.s. *Prinzess Alice*, left Hongkong for this port on 19th inst., at 3 p.m.

The Imperial German Mail s.s. *Zieten* left Kobe for this port on 19th inst., at 3 p.m., and may be expected here on 28th inst.

The Java-China-Japan Line s.s. *Tjillouwe* left Macassar for this port on 16th inst., and may be expected here on or about the 28th inst.

The P. & O. S. N. Co. s.s. *Peninsular* left Singapore for this port on 18th inst., at 8 a.m., with the outward English Mail, and is due here on 24th inst., at 5 a.m.

The C. P. & O. Co. s.s. *Empress of India* arrived at Shanghai at 10.30 p.m. on 18th inst., and left again at 8 a.m. Sunday (19th inst.), when she is due to arrive at this port on 24th inst.

S. S. "MALTE."

NEW CHARGEURS REUNIS STEAMER.

ARRIVAL AT HONGKONG.

At the invitation of Capt. L. Bernard, commander of the new steamer *Malte*, a party of visitors was accorded a cordial reception on board to-day. The *Malte* arrived at Hongkong on her maiden trip yesterday and berthed at the wharf of the Hongkong and Kowloon Wharf and Godown Co. on the other side of the harbour. She fulfils all the requirements of a first-class passenger steamer and freight-carrier combined, and in the matter of her cabin accommodation will be found to provide the maximum of comfort in her single and double berthed cabins for those who may be fortunate enough in being able to secure passage by the excellent steamers of the Chargeurs Reunis for a trip round the world. The s.s. *Malte*, built to the order of La Compagnie des Chargeurs Reunis, of Paris and Havre, by Swan, Hunter and Wigman Richardson, Limited, Wallaseed-on-Tyne, left the Tyne on the 2nd Sept. to carry out the necessary trials, extending over two days. The vessel's dimensions are: 48ft., by 55ft., 8in., by 36ft., 11in. The engines were constructed by the Wallaseed Slipway and Engineering Company, Limited, and consist of a set of twin-screw triple-expansion engines, having cylinders 25ft., 43in. and 70in., stroke, steam being supplied by six large single-ended boilers working at 200lb. pressure, and fitted with Howden's forced draught. The vessel has been designed for a deadweight cargo capacity of about 9,000 tons, and is fitted with accommodation for about 45 first-class passengers. She can also carry a large number of emigrants if required. The contract conditions as regards speed were somewhat severe, the vessel having to run for a four hours' full power trial and subsequently a 21 hours' consumption trial. During the former the mean i.h.p. developed considerably exceeded the guaranteed power. The 21 hours' trial was equally successful, the vessel attaining a mean speed during that period of over 14 knots, the guaranteed speed being 13 knots.

This vessel is the first of three which the same builders are constructing for the Chargeurs Reunis, and they will be entered, as stated, in the All-round-the-world service, inaugurated by this Company in 1905 which service commences at Antwerp and Dunkirk and proceeds via Suez to Singapore, Hongkong, Shanghai and other Eastern ports and thence via the Pacific to various ports on the West and East Coast of South America and subsequently to the United Kingdom, France, and Antwerp.

The *Malte* is scheduled to leave for Shanghai on the 21st inst., at 4 p.m. whence she proceeds to Ching-wan-tao (Fionian and Peking), Kobe, Yokohama, Honolulu, San Francisco, Puget Sound, Mexican Coast, Punta Arenas, Monte video and Buenos Ayres (without transhipment).

The owners of the steamer are represented in Hongkong by the Messageries Maritimes, of which Messrs. J. Millet is the agent.

THE THREATENED BOYCOTT AT SHANGHAI.

With the issue of the Taotai's Proclamation, printed below, there is little chance of the suggested boycott of British trade being carried beyond the leaflet stage. The directness of speech and firmness shown in the Proclamation are in striking contrast with the somewhat equivocal notice issued on Sunday by the Chinese Chamber of Commerce, and we welcome the prompt action thus taken by his Honour Mr. T. Liang to cope with a movement that in the end would have proved as prejudicial to Chinese as to foreigners. It would be idle to ignore the possibilities of the anti-loan campaign, which under official auspices (i.e. at the provincial center) might lead to serious complications; but in view of the attitude of the Peking Government and of the fact that it is in the interest of the commercial element in these provinces to have good relations between the foreign and Chinese sections maintained, we may hope that the worst is over.

THE CHINESE PRESS.

Possibly the most promising sign of a new leaf being turned in the history of this unfortunate incident, is the decision that the local Chinese Press is reported to have arrived at, not to publish anything further that is calculated to rouse the feeling of the populace. Of late the cartoons in the Chinese papers have been characterized by considerable violence and have, probably, created far more anti-foreign sentiment than any of the anti-foreign pamphlets. Much ground will have to be made up, if the editors propose to try to counteract the evil already done; but the decision arrived at on Sunday evening cannot fail to have some effect.

THE ADDITIONAL WARRANTS.

As stated in our issue of yesterday, orders for the arrest of four prominent Chinese residents have been received from Peking, and the necessary warrants have been issued by the Shanghai Taotai. One of the offenders, the hero of the American Boycott, is in the native city and pleads illness. It is not known whether the arrests will be effected, as it is the wish of all the foreigners concerned that the incident should now be allowed to pass without further notice. An attempt has been made to promote a strike among the Chinese shops in the Settlement as a protest against the arrest of Yin, but the movement is said to have been laughed out of court.

THE PROCEEDINGS IN COURT.

Jang Sen-yung (*Yellu Yin*) appeared in custody in the Mixed Court yesterday morning before Mr. Pao (Assistant Magistrate) and Mr. S. Barton (British Assessor), charged with having caused to be printed and circulated in the Settlement a circular the contents of which are of such a nature as to be an incitement to disorder and to mischief in the peace and good order of the Settlement.

Mr. Springfield appeared for the police. Mr. T. Morgan Phillips, Counsel for defendant, said that in arrangement had been made to hand the accused over to the Taotai for trial, and it appeared to Counsel that that was the best arrangement that could be made in the interests of all parties. It was admitted that the defendant caused the leaflet to be published.

Mr. Springfield said that he had instructions to point out that these leaflets might have caused serious trouble. At this point the Assessor said that the Court knew all the circumstances of the case, and the Court did not wish to hear any evidence, because the accused had admitted the truth of the charge.

Mr. Springfield said that he desired to point out that the office that printed these leaflets was the one that printed seditious literature in 1905. The Court desired further information concerning the printing office and Inspector Chilver said that the owner of the shop was employed at the Presbyterian Mission Press and only came occasionally to the shop, which was situated at No. 652 Pardon Road. The proprietor's name was Hung-ze-kung and the shop was known as Hung-yeung-chee. Hung, when spoken to about the leaflets, said that he had received an order from the bank to print 20,000. That number was printed and delivered at the bank. Hung had not come to the Court, but he promised to do so.

The Court ordered that the accused should be handed over to the Taotai to be dealt with. Mr. Springfield protested against the way in which the case had been rushed through.

The Assessor replied that an opportunity to protest would be given elsewhere. Yang Lang-jun, the working manager of the printing shop, then came before the Court charged with being concerned in printing the above matter.

The Court questioned accused, who said that the owner of the shop was in Hongkong and his son was temporarily in charge at the time; a shroff from the Sin Yi Bank came there with an order for the leaflets to be printed. The shroff came to accused and accused replied that he would not do the work; but the shroff said that the bank would take all responsibility in the matter. Accused then agreed to do the work. The proprietor's son was employed at the Presbyterian Mission Press; not the proprietor.

The Court cautioned the accused and ordered that the printing office should be sealed up and the circulars confiscated.

Inspector Chilver applied for a warrant for the arrest of the proprietor of the printing office and the Court said that it would consider the application.

The Bank Manager, Jang Sen-yung, was subsequently driven to the Taotai's Yamen by Magistrate Wong, accompanied by a native detective of the Shanghai Municipal Police.

THE PROCLAMATION.

A proclamation by the Taotai, forwarded through the Senior Consul, has been received and posted in the Settlement in the following terms:

Translation of Proclamation, issued by the Taotai, dated January 17, 1908. Whereas it is stated that, with reference to the Ching-ang and Kiangsu Railway Loan, proposals have been raised in commercial circles not to make use of English goods or of Hongkong and Shanghai Banknotes: the Taotai in co-operation with the Chamber of Commerce has made efforts to oppose and put an end to them. A letter moreover was written by the Soochow Railway Co. to the newspapers, requesting them not to insert further announcements.

It was, therefore, not to be foreseen that recently the Hsin Yi Bank should, in spite of this, have printed and issued a circular. This proceeding, by the wanton disturbance of public trade, is calculated to bring about very grave harm. Besides requesting the Chamber of Commerce to inform branch associations in other places, in every case to take steps to exhort and prevent this measure, I now accordingly issue a proclamation and hereby look to merchants to take note that the existence of open trade transactions between Chinese and Foreigners depends upon mutual circulation of money and goods, of which, if stoppage once takes place, harm results to all branches of commerce and benefit to none. When on a past occasion American goods were boycotted, Chinese trade suffered thereby to some extent, and this may be taken as an example to be avoided. All, therefore, should peaceably continue their trade and give no credence to circulars or comply with the views therein contained. After this proclamation, if further circulars as to discontinguing the use of English goods and Hongkong Banknotes are issued, they will constitute wilful disregard of this warning and will result in severest punishment without mercy. In making this announcement the Taotai is actuated by the motive of protection of trade conditions. Let all tremble and obey. Council R. om, Shanghai, January 13, 1908.

—N. C. D. News.

FIRE.

A fire, which did about \$500 worth of damage broke out shortly after seven o'clock yesterday morning in one of the offices on the second floor of B. Block, Victoria Barracks. The fire brigade, under charge of Deputy Superintendent Wadehouse, attended promptly, and with the assistance of a number of soldiers, soon had the flames extinguished. The origin of the outbreak is not known.

RETURN of visitors to the City Hall Library and Museum for the week ending the 19th January, 1908.

Library Museum.
Non-Chinese 300
Chinese 168
Total 468

Telegram.

"HONGKONG TELEGRAPH" SERVICE.

THE THREATENED SHANGHAI BOYCOTT.

ARREST OF JANG SEN-YUNG.

STRONG PROTEST BY CHINESE MAGISTRATE.

[From Our Own Correspondent.]

Shanghai, 20th January, 11.55 a.m.

Mr. Pao, assistant magistrate of the Mixed Court, has entered a strong protest against the arrest of Jang Sen-yung without a warrant.

WEST POINT POISONING CASE.

DEATH SENTENCE PASSED.

The trial of Lum Kul, alias Mo Ho, for the murder of her husband—Cheung Fook—of West Point, on the 17th November last, was opened at the Criminal Sessions to-day, before His Honour Sir Francis Piggott (Chief Justice). Mr. W. Rees Davies (Attorney-General), instructed by Mr. G. E. Morrell, of Messrs. Denny and Bowley's office, appeared for the Crown. Mr. H. G. Calhoun (instructed by Mr. P. W. Goldring, of Messrs. Goldring and Barlow) was for the defence.

The following was the jury empanelled—Messrs. J. G. W. Hullmann (foreman), A. Ritchie, Oscar Meyer, M. A. A. Souza, H. Hyndman, J. R. A. Judah and H. Watsons.

Outlining the particulars of the case, the Attorney-General said that the prisoner stood charged with the crime of murder. The deceased was a married man, but he had been living with the prisoner, who had been separated from his wife during that time. The prisoner had a paramour named Ng Nin, and deceased objected to the relationship between them. Two days before the murder—on the 15th November—deceased and his nephew returned home at one o'clock in the afternoon—earlier than usual—and in entering the house they met Ng Nin coming down the stairs. When Ng Nin saw the pair he ran away. When deceased got upstairs he struck prisoner with an umbrella. All these facts, the Attorney-General said, would be told to the jury by the nephew. On the 15th November—the day of the murder—the nephew would swear to going to the deceased's house and finding him rolling on his bed in agony. The nephew picked him up when he rolled to the floor, and in the presence of the prisoner asked him what was the matter. Deceased, who could not speak, pointed to the prisoner, then to a bowl on a table, and then to his mouth. Prisoner then tried to leave the house with a box belonging to the deceased, but the nephew stopped her. He questioned her about deceased's condition, but she would not answer. Then he went across the road to call deceased's wife and son, and, returning, he again stopped the prisoner from leaving the premises with deceased's box, which contained \$30 in cash. By this time deceased had died. The small bowl on the table had disappeared on his return, but it was found the next day hidden under some wood. On the arrival of the police prisoner was found to be very ill. She was removed to the hospital in a semi-conscious state. When she was examined she was found to be suffering from vegetable poisoning—probably gelsemium. The daughter of the prisoner was called and would say she saw prisoner put the stuff in a pot, boiled it and then administered it to the deceased. Afterwards she saw her remove the leaves from the pot and hid them away. When the stomach of deceased was tested one-sixth grain of gelsemium was found therein. This was an active poison and one-sixth of a grain was enough to cause death. Prisoner stated that the poison was given to her by a friend, who, with Ng Nin, advised her to give it to deceased. She said she did not know it was poison, but the Attorney-General thought it curious that she should have taken it herself after she had been stopped from leaving the house after her husband's death. He informed the jury that if they did not find prisoner guilty of murder she was not guilty of any other offence under the law.

Evidence was called.

The jury brought in a verdict of guilty and sentence of death was passed.

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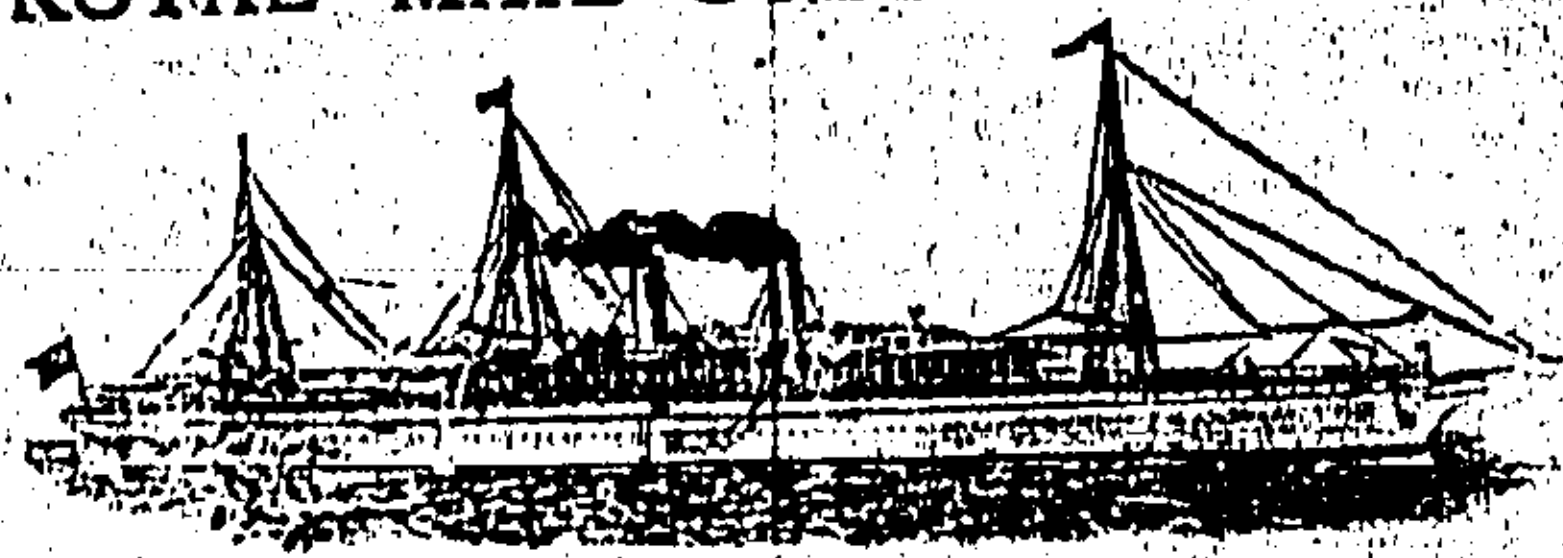
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Shipping—Steamers

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"MONTEAGLE"	6,163	WEDNESDAY, Jan. 29th	Feb. 22nd
"EMPEROR OF JAPAN"	6,000	THURSDAY, Feb. 13th	Mar. 2nd
"EMPEROR OF CHINA"	6,000	THURSDAY, Mar. 13th	Mar. 31st
"EMPEROR OF INDIA"	6,000	THURSDAY, Apr. 10th	Apr. 27th
"MONTEAGLE"	6,163	WEDNESDAY, Apr. 23rd	May 16th
"EMPEROR OF JAPAN"	6,000	THURSDAY, May 7th	May 25th

"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.
Hongkong to London, 1st Class, via St. Lawrence River Lines by New York £71.10.
Steamers, and 1st Class on Railways, via St. Lawrence £40. Via New York £42.
First-class rates include cost of Meals and Bath in Sleeping Car while crossing the American Continent.
R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers booked through to all points around the world.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya. [15]
Hongkong, 16th January, 1908.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

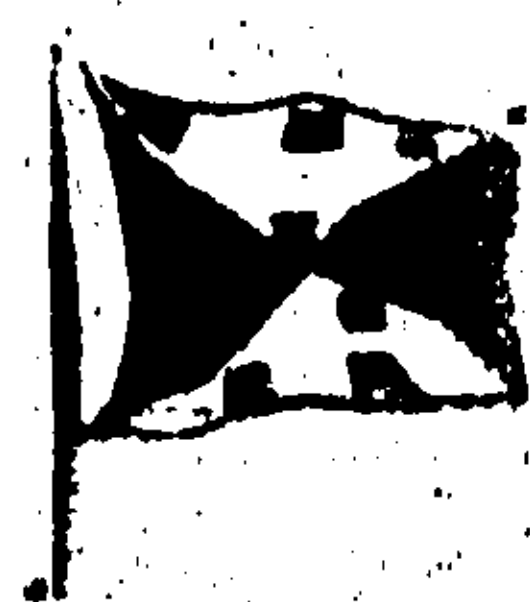
For	Steamship	On
SHANGHAI	HANGSANG	TUESDAY, 21st Jan., 4 P.M.
SINGAPORE & SOERABAYA	ONSANG	THURSDAY, 23rd Jan., 3 P.M.
MANILA	YUENSANG	FRIDAY, 24th Jan., 4 P.M.
TSINGTAU and CHEFOO	CHEONGSHING	SATURDAY, 25th Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	TUESDAY, 28th Jan., 3 P.M.
MANILA	LOONGSANG	FRIDAY, 31st Jan., 4 P.M.

FOR THE MANILA CARNIVAL.
A Special reduced fare of \$50 for Return Passages will be issued for our Sailings to Manila of the 24th and 31st instant, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.
These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo and Tientsin via Ching-Yan-Tau.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
General Managers.
Hongkong, 20th January, 1908. [10]

CHINA NAVIGATION CO., LIMITED.

For	Steamship	To Sail
MANILA	"TAMING"	21st Jan., 4 P.M.
CEBU & ILOILO	"KAIFONG"	23rd "
SHANGHAI	"KIUKIANG"	23rd "
MANILA	"TEAN"	28th "
MANILA, ZAMBOANGA & COLONIES	"CHINGTU"	1st Feb., "
SHANGHAI	"SHAOHSING"	1st "
CEBU & ILOILO	"SUNGKIANG"	1st "
SHANGHAI	"YUENHONG"	6th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS. [13]
Hongkong, 20th January, 1908.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	Frazer	MANILA	SATURDAY, 25th Jan., 1908.
HONI	2540	Almond	"	SATURDAY, 1st Feb., 1908.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 20th January, 1908. [13]

HONGKONG-NEW YORK-
BOSTON.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK AND BOSTON via PORTS and SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship Tons Captain To sail

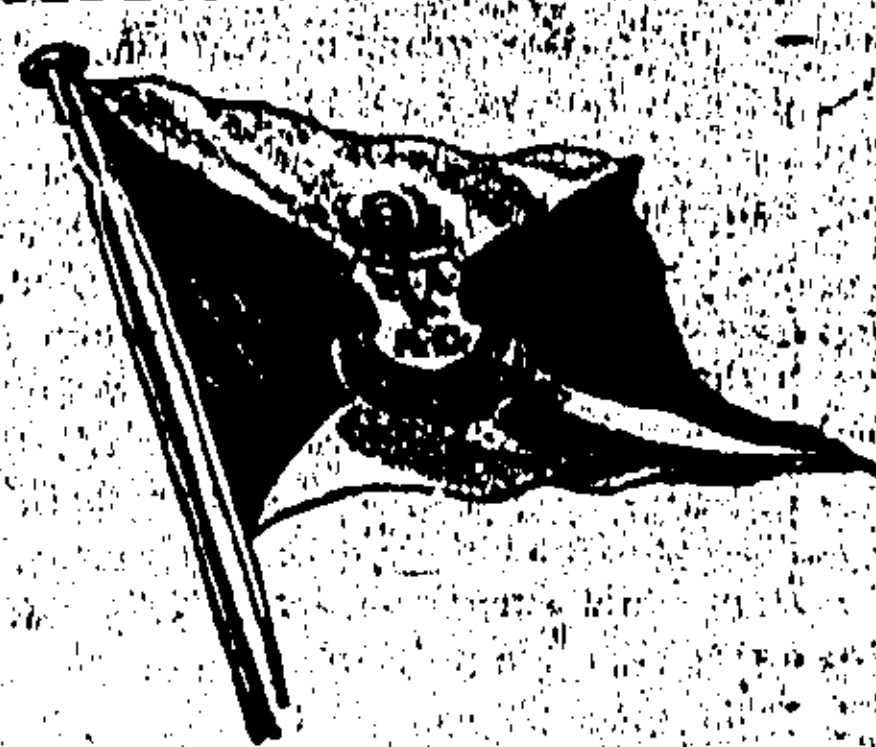
For Freight and further information, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 16th January, 1908.

Shipping—Steamers

HAMBURG-AMERIKA LINIE.



107 Ocean Steamers

with

916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HAMBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY

LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

RHENANIA 21st Jan., 1908

HAMBURG 29th Jan., 1908

HOHENSTAUFEN 22nd Feb., 1908

RHENANIA 26th Feb., 1908

HOHENSTAUFEN 25th March, 1908

Hongkong, 17th January, 1908. [10]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING"

Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 21st instant, at 10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 17th January, 1908. [138]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR"

Capt. W. D. A. Thomas, will be despatched for the above Ports on WEDNESDAY, the 22nd inst., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 20th January, 1908. [132]

"SHIRE" LINE OF STEAMERS.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE"

will be despatched for the above Ports, on or about the 7th February, 1908.

For Freight, etc., apply to

SHEWAN TOMES & Co., Agents.

Hongkong, 9th January, 1908. [97]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA.

VIA

MOIL, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing.

Kumerau 6,332 Cowley 8th Feb.

Shawmut 9,600 E. V. Roberts 21st Feb.

Tremont 9,600 T. W. Garlick 17th Mar.

Saverit 6,332 Slobson 9th Apr.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw S.S. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

† Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED, General Agents.

Queen's Buildings, Hongkong, 17th January, 1908. [19-20]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG TUNG" Capt. F. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 6 every evening (Saturday excepted).

Leave Canton for Hongkong at 530 every evening (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are fitted throughout with Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey—\$4.

Meals—\$1.50 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON & Co., LD., Agents.

SHIU ON & Co., LD., Agents.

No. 1, Queen's Road West.

Hongkong, 16th January, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above, on SATURDAY, the 25th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th January, 1908. [88]

REGULAR STEAMSHIP SERVICE.

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SHIMOSA" 8th February, 1908.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 7th January, 1908. [89]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons To sail

KASATO MARU 6,100 Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, York Building.

Hongkong, 26th December, 1907. [18]

For Sale.

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all manner of things are tried, and the scientific method is applied to the study of the human mind, and the discovery of the secrets of the universe.

The discovery of the secrets of the universe is the greatest of all discoveries, and it is the duty of every man to study it, and to apply it to the study of the human mind.

The discovery of the secrets of the universe is the greatest of all discoveries, and it is the duty of every man to study it, and to apply it to the study of the human mind.

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Intimations.

WHERE ARE YOU GOING?

WIFE, TO CHAZALON & Co.

6, QUEEN'S ROAD CENTRAL.

Where I am sure to find the best

FRENCH BONDENS,

LIQUEURS,

BURGUNDY,

BORDEAUX,

CHAMEAGNE

and

CLARET.

Hongkong, 20th January, 1908. [153]

THE

EASTERN CYCLE Co.

3, ARSENAL STREET,

WANCHAI.

BICYCLES—BICYCLES.

CHEAP SALE.

FOR A SHORT PERIOD ONLY.

COMMENCING FROM JANUARY 10, 1908.

MACHINES

FOR

LADIES and GENTLEMEN FITTED with

a and 3 SPIT GEAR,

OF ALL

GRADES and GUARANTEED ENGLISH

MAKES.

All Prices to suit individual requirements.

BICYCLE ACCESSORIES:

LAMP (gas and oil), BELLS, TYRES, CYCLO-

METERS, INFLATORS, SPANNERS, and

EVERY OTHER REQUISITE FOR

CYCLISTS.

NEW BICYCLES FOR HIRE.

REPAIRS UNDERTAKEN, EXCHANGES

EFFECTED.

THE

EASTERN CYCLE Co.,

3, ARSENAL STREET,

WANCHAI.

Hongkong, 15th January, 1908. [131]

OPEN

CYCLE

RACE.

FIRST PRIZE:

New Humber Bicycle.

SECOND PRIZE:

Fair Dunlop Tyres.

THIRD PRIZE:

Fair of Inner Tubes, one Bell and one

Lamp.

ALL PRIZES PRESENTED

BY

THE DRAGON CYCLE

COMPANY.

The Scratch Road-race for the

above prizes will take place on

CHINESE NEW YEAR DAY over

a course to be announced later.

ENTRANCE FEE \$3.

ENTRIES CLOSE ON JANUARY 31, WITH

THE DRAGON CYCLE Co.,

11, D'AGUILAR STREET.

Hongkong, 16th January, 1908. [54]

SWATOW DRAWN WORK

COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED
Achéron	armoured gunboat	1,721	8	1,600	Lieut. Faure	Salgon
Adour	receiving-ship	—	—	—	Lieut. Du Merle	Huiphong
Alger	2nd class cruiser	4,332	20	8,000	Commander Fournier	Shanghai
Alouette	torpedo-depot	506	—	400	Commander Kérissel	Salgon
Argus	river gunboat	180	6	1,150	Lieut. Audouard	Si-kiang (Canton)
Brix	armoured cruiser	4,811	16	8,700	Captain Rochas	Salgon
Bucéphale	gunboat	647	12	900	Lieut. Le Blanc	Salgon
Décidé	1st class cruiser	8,123	26	14,500	Capt. Tracou	Salgon
D'Entrecasteaux	sub-marine	—	—	—	Lieut. Combet	Salgon
Esturgeon	destroyer	303	7	7,000	Lieut. Thierry	Salgon
Fronda	river gunboat	141	5	160	Lieut. Mela	Salgon
Henri Rivière	sub-marine	—	—	—	Lieut. Guesnel	Haiphong
Lynx	surveying-ship	1,512	10	800	Commander Ragot de la Touche	Salgon
Manche	destroyer	103	6	700	Commander De la Roche Karandran	Salgon
Mousquet	river gunboat	150	3	280	Lieut. Duc de Maldevelles	Yue-king (Tai)
Oly	river gunboat	130	3	280	Lieut. Marchand	Tongku
Perle	sub-marine	—	—	—	Lieut. Hubert	Salgon
Pistolet	destroyer	303	7	7,000	Commander Mortenol	Hongay
Protée	sub-marine	—	—	—	Lieut. Morris	Salgon
Redoutable	battleship, reserve	9,330	30	6,500	Capt. Passerat de Silans	Salgon
Six	armoured gunboat	1,721	8	1,600	Lieut. Seriot	Salgon
Taïhan	steam-launch	—	—	—	(Amuse Oly)	Upper V. Ho Th
Vanbars	torpedo-depot	—	—	—	Commander Mortenol	Hongay
Véran	torpedo-depot	183	6	1,150	Lieut. B-hel	Capt Saint-Jacques
Vigilante	river gunboat	—	—	—	Lieut. Deravenne	Canton

Flagship of Rear-Admiral Perrin, Commander-in-Chief.						
Vipère	Guntoais.	475	—	—	Reserve.	Salgon
Lion	—	500	—	—	—	—
Comète	—	473	—	—	—	—
Balaouette	—	170	—	—	—	—
Bouclier	—	140	—	—	—	—
Coronade	—	184	—	—	—	—
Cimier	—	140	—	—	—	—
Estoc	—	141	—	—	—	—
Jacquin	—	200	—	—	—	Haiphong

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROPRIATION RESERVE AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,777,167	\$1.15/- for 1 year ending 30.6.07 @ 52	51 %	\$710
Do. (new)	40,000	\$125	\$125	\$1,000,000		2/2 1/2 = \$16.04		\$705
National Bank of China, Limited	100,000	£7	£6	\$1,755,000	\$1,755,000	\$2 (London 3/6) for 1907		\$710
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,100,000	none	\$20 for 1906	8 1/2 %	\$245
North China Insurance Company, Limited	10,000	£15	£5	\$1,100,000	Tls. 204,414	Final of 2/6 per share making in all 15/- for 1906 = Tls. 2.05	6 %	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$1,100,000	\$1,450,490	Final of \$12 making \$42 for 1907 and interim of \$3 for 1906	5 %	\$825
Yangtze Insurance Association, Limited	9,000	\$100	\$40	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07		\$150
Do. (new)	4,000	\$100	\$60	\$1,100,000		\$1.12 for year ending 31.12.07		\$135 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	8 1/2 %	\$95
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	12 %	\$335
SHIPPING.								
China and Malacca Steamship Company, Limited	10,000	\$25	\$25	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	6 1/2 %	\$15
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$40 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	6 1/2 %	\$29
Indo-China Steam Navigation Co., Ltd. (Preferred)	10,000	£5	£5	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	3 1/2 %	\$241
Do. (Deferred)	10,000	£5	£5	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	3 1/2 %	\$241
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	12 %	Tls. 47 1/2 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	12 %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	4 1/2 %	\$24 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	4 1/2 %	\$24 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	12 %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	7 1/2 %	\$110
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	7 1/2 %	\$110
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	5 %	\$12 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	7 1/2 %	Tls. 15 buyers
Perak Australian Gold Mining Company, Limited	10,000	£1	£1	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	7 1/2 %	\$84
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	11 1/2 %	\$15
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	6 1/2 %	\$55 old
Do. (new)	10,000	\$50	\$50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	6 1/2 %	\$55 new
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	8 1/2 %	\$96 buyers
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	4 %	Tls. 77 buyers
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	8 1/2 %	Tls. 215 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	6 %	Tls. 105
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	11 1/2 %	\$20 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	13 %	\$14 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	7 1/2 %	\$104 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	7 1/2 %	\$98 buyers
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	7 1/2 %	\$104 buyers
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	7 %	\$35 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	7 1/2 %	Tls. 103 buyers
West Point Building Company, Limited	2,500	\$50	\$50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	8 1/2 %	\$50 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	4 1/2 %	Tls. 59
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	5 %	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	5 %	Tls. 52 buyers
Luen-tung-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	5 %	Tls. 65 buyers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	5 %	Tls. 270
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	9 %	\$71
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$10 buyers
China-Borneo Company, Limited	10,000	\$12	\$12	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$104
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	Tls. 58 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$10
Do. special shares	10,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$10
China Provident Loan & Mortgage Company, Ltd.	25,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$10
Dairy Farm Company, Limited	15,000	\$7 1/2	\$6	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$17
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$11
Hall & Holt, Limited	17,000	\$20	\$20	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$21 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$15
Hongkong Ice Company, Limited	5,000	\$15	\$15	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$25
Maatschappij tot Miljoen Bosch en Landbouwen	25,000	Gs. 100	Tls. 100	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	Tls. 305 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$13
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$13
Philippine Company, Limited	67,500	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	Tls. 108 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	Tls. 45 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	Tls. 62 buyers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	Tls. 125 sellers
Shanghai Waterworks Company, Limited	16,350	£20	£20	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	Tls. 350 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	120 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$17
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$17
Union Waterworks Company, Limited	50,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$17
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$17
Wai Yee, (A. S.) & Co., Limited	10,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$17
William Powell, Limited	15,000	\$10	\$10	\$1,100,000	\$1,450,490	\$1.12 for year ending 31.12.07	10 %	\$17

* These shares are entitled to half of the profits.

Halls.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading, issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA"

Captain A. L. Valentini, carrying His Ma-
jesty's Mails, will be despatched from this
for BOMBAY, &c., on SATURDAY, the 25th
January, at Noon, taking Passengers and
Cargo for the above Ports, in connection with
the Company's S.S. "Victoria", 7,000 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Oriental"
due in London on 7th March, 1908.Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.For further Particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 11th January, 1908.STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MEX-
ICO, SEVILLE, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.The S.S. "SALAZAR"
Captain Aillard, will be despatched for
MARSEILLES on TUESDAY, the 21st
January, 1908, at 1 P.M.Passage tickets and through Bills of Lading
issued for above ports, and for Australia, with
prompt transshipment at Colombo.Cargo also booked for principal places in
Europe.Next sailings will be as follows:—
S.S. "PARRA"..... 4th Feb.
S.S. "OCEANIAN"..... 18th Feb.
J. MILLET,
Agent,
Hongkong, 7th January, 1908.

THE AMERICAN AND ORIENTAL LINE.

FOR BALTIMORE AND NEW YORK
(With liberty to call at Malabar Coast).

THE Steamship

"JESERIC"
Captain Thompson, will leave for the above
Ports, on or about SATURDAY, 25th January,
1908.For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents,
Hongkong, 21st December, 1907.

Intimations.

ACHEE & CO.

ESTABLISHED 1859

FURNITURE,

GENERAL HOUSEHOLD.

REQUISITES

&c. &c. &c.

Telephone 250.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

DEPOT

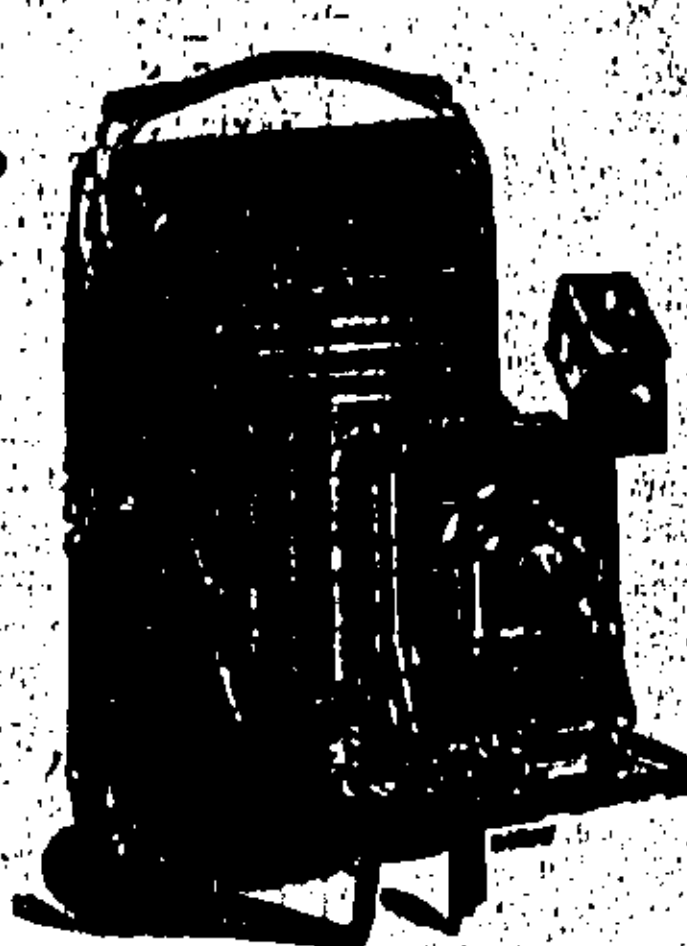
FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Dewar's
'Imperial'The
Whisky
without
an
equal

Sole Agents: BUNN & BERBLINGER.